

The
Lone Star State's
Door to the
World

BY
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The Lone Star State's Door to the World

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WHAT GALVESTON SAVES THE PEOPLE

The fact that the deepening of Galveston harbor and the improvement and extension of Galveston's port facilities have within twenty years resulted in an increase of 882 per cent in the commerce of that port, have made it the first port of the world in the exportation of cotton and cotton seed products and the second port of this country in value of exports and in value of exports and imports combined, is very impressive. But it is not half so impressive to me as is the fact that an enormous saving has been effected in the cost of transportation as well as other benefits accruing from increased efficiency of service.

The fact that charges for ocean transportation upon those things which we send across the sea have been cut in two, and more, and that this saving is greater than all other economies effected in land transportation and handling of the same products, seems to me to be the "eating of the pudding," the proof of the wisdom of the policy which has been pursued in respect to the port. And it seems further that the very best argument in favor of the issuance of bonds by the government for the purpose of carrying to early completion worthy river and harbor projects is the concrete example of the benefits resulting from such expenditures as is shown in the case of Galveston harbor.

Expenditures Amply Justified.

A concern which pays a dividend of 100 per cent per annum upon the capital employed is usually rated as tolerably desirable from the investors' standpoint. An improvement which saves its cost, and more, annually, justifies the expenditure involved.

In 1890, before the federal government took hold of the harbor improvements in earnest, there was only fourteen feet of water over the bar, and only very small ships could come through the channel

and up to the wharves to unload and load. Such larger vessels as visited the port were obliged to receive a large portion of their cargoes out in the gulf, from lighters, increasing the expense enormously.

Today the minimum depth in Galveston channel exceeds thirty feet, and large ocean liners receive full cargo at the wharves. During the twenty years the tendency has been to build ships larger and larger. Had the port remained of the shallow water class, its usefulness today would be proportionately less than it was in 1890. These big vessels can and do carry freight cheaper than the small ships did, and in consequence the enormous saving already referred to has been effected.

Saves Three Times Cost Yearly.

A board of United States engineers in its report of Dec. 19, 1908, stated that a saving of \$10,000,000 per annum has resulted to commerce from the improvement of the port. Since that time the business of the port has grown enormously, and in his report of Dec. 30, 1908, Captain John C. Oakes, corps of engineers, United States Army, says: "I have no doubt if a careful study be made of this question a saving of \$20,000,000 per annum could certainly be shown, and possibly \$30,000,000."

Contrast this with the total cost of the government's improvement of Galveston harbor up to Jan. 1, 1909, which, according to Captain Oakes, was only \$10,419,673.59.

Those aggregates are impressive, but if we dip into details, we will see that they are neither extravagant nor fanciful, and we will get something more tangible and convincing.

Examples of Saving.

In 1890 the average rate for transporting cotton from the shallow water port of Galveston to the port of Liverpool was 60c per 100 pounds.

In 1910 the average rate on cotton from the deep water port of Galveston to Liverpool is 27c per 100 pounds. Reduction, 55 per cent.

In 1890 the average rate on cotton oil cake from Galveston to Liverpool was 30 shillings per ton.

In 1910 it is 10 shillings per ton, a reduction of 66 2-3 per cent.

In 1890 the average rate on grain from Galveston to Liverpool was 6 pence per bushel.

In 1910 it is 2¼ pence per bushel, a reduction of 62½ per cent.

Rates upon other commodities have decreased accordingly. The reduction upon cotton was 33c per 100 pounds, \$1.65 per bale, or more than \$6,000,000 on the cotton handled at the port. Applying the reduction in the rates to the entire commerce of the port, it appears that the annual saving upon commerce is in the neighborhood of \$15,000,000. From the territory from which this commerce is derived perhaps an equal volume is exported through other ports, the rates, however, being based upon Galveston. Therefore, the entire saving to commerce as a result of the improvement of Galveston harbor is not less than \$30,000,000 per annum, or approximately three times the amount of the government's expenditures for such improvements.

Saving on Quick Movement.

Nor is this enormous saving in ocean rates the sole benefit which has accrued. There are important items of dispatch and transit.

In 1890 the length of passage from Galveston to Liverpool of a steamer carrying 5,000 bales of cotton, commonly called a tramp, was twenty-five days.

Now a big liner, with a cargo of 25,000 bales, makes the trip in an average of seventeen days.

In 1890 the dispatch (loading time) of a 5,000-bale steamer averaged about twenty-one days.

Steamers of 25,000 bales capacity are now loaded within two to ten days.

Nor does this represent the total saving in dispatch, for in 1890 the process of loading was greatly impeded by delays in getting the goods from the railroad yards, while, upon the other hand, the railroads suffered much loss of car service by reason of the unreadiness of ships to receive cargoes.

In 1890 the prompt release of cars was unknown; they were often tied up from two to three weeks, sometimes much longer, whereas now, with the greater supply of tonnage and the magnificent track and storage facilities furnished by the Galveston Wharf Company and the Southern Pacific Company, the average delay of a car is only about two days.

Time Is Money.

There is yet another saving in transit resulting from deep water. With increased volume of commerce for the port, the railroads have improved, systematized and specialized their port service, with the result that the time of transit from point of origin to the port is greatly reduced.

The aggregate saving in time is probably not less than thirty days, which means a saving of not less than one-half of 1 per cent upon the investment in shipments. Another benefit less tangible is that it may now be calculated with reasonable certainty when shipments will reach destination, and another is the substantial reduction in marine insurance rates.

Port Charges Reduced.

Yet another saving results from the reductions in wharfage charges. For example, the wharfage rate on cotton has been reduced from 10c per bale to 7½c, or \$95,000 per annum, and switching charges have been reduced 50c a car, or \$50,000 per annum. The maximum wharf charge has been cut in two and all wharf charges greatly reduced.

The policy, as was stated by the president of the wharf company in announcing the reduction in switching charges, "has been and should continue to be to reduce the rates of wharfage as business increases."

Reduction in Rail Rates.

Bearing in mind these various savings, and particularly the fact that ocean rates have been reduced more than 50 per cent, it is interesting to note the changes which have taken place in rail rates to the port of Galveston.

In 1890 the common point rate on cotton to Galveston was 70c per 100 pounds. Now it is 55c, a reduction of 21.4 per cent.

Class rates between Galveston and common points in 1891 and 1910, as shown by the reports of the Texas Railroad Commission, are here shown:

Year—	1	2	3	4	5	A	B	C	D	E
1891	98	90	77	70	54	58	51	41	30	23
1910	87	78	65	61	47	49	43	36	25	19

Bulk of Saving on Ocean Haul.

The reductions in these rates range from 11 to 18 per cent. It will be seen, therefore, that saving in ocean carriage has been much greater in percentage and in cents per 100 pounds than the saving in rail carriage. There is a very good reason why this should be so, but the fact remains that the bulk of the saving which has been effected in the cost of transportation upon business which goes over the seas within the past twenty years has been upon the ocean part of the movement. Next to that, perhaps, is the saving effected by the cutting down of the wagon haul by reason of the fact that railroads have been pushed closer to the farms, and still another saving is that which has resulted from the improvement of the wagon roads themselves. To which statement an argument for good roads might be appended.

In contemplating this great saving to commerce, bulking three times as large as its potential cause, the question may arise, "Who has received the benefits?" To answer such inquiry and to point out some of the physical changes which have taken place at the port of Galveston during the past twenty years, the next chapter will be devoted.

"JONES" RECEIVES THE BENEFIT

We have already seen that commerce is saved \$30,000,000 per annum, or three times the cost of the improvements made by the federal government, by reason of deepening the channel and harbor of the port of Galveston; that ocean rates have been more than cut in two; that port charges and marine insurance have been reduced, and other benefits have been realized through quicker dispatch and transit. We now come to the question: "Who has received the benefits?"

That ancient dispute as to who pays the freight is beside the question. It seems reasonably certain in this case, since most of these products are priced in foreign markets, that the reduction in carrying charges to such markets must redound to the benefit of the producers of Texas, Oklahoma, Kansas and the other states of the West and Southwest which use the port of Galveston, and whose export rates via other routes are based upon the charges via Galveston.

It would be unnecessary to say anything further upon this question but for persistent efforts to misrepresent the situation, efforts chargeable to no community in Texas nor representative of the broad mindedness and fairness which generally characterize Texas cities. The effort has, nevertheless, been made to create the impression that Galveston interests, in a spirit of selfishness, have taken unto themselves the benefits accruing from the economies effected by the harbor improvements.

Not Killing the Goose.

It is not true that such has been done. The remarkable growth of the business of the port itself effectually negatives the charge. That they have endeavored to derive for themselves from the business as large profits as possible is unquestionably true. Had they not done so they would have been a peculiar people, indeed, for it is the common aim of all engaged in business, whether the farmer, the ginner, the merchant, the buyer, the carrier, to extract all the profit they can from that which they produce or handle. Philanthropy has no place in business. Mr. Rockefeller and Mr. Carnegie do not record their philanthropies and their business transactions upon the same ledgers; nor, while they are endeavoring to reduce the swelling in the fortunes through philanthropic measures, have you heard aught of a drop in steel common or in oil refined.

The people of Galveston are good, all-around Americans. They are diligent in business and know how to keep their credit good at the stores. If they haven't kept all, nor any considerable portion of that \$30,000,000 charges saved per annum, it is not because of unselfishness, but rather because of selfishness, enlightened selfishness, the modern business sense, which keeps constantly in view the sad mishap to the goose that laid the golden egg.

Satisfied Customers.

Merchants aforetime sold shoddy coats as all wool, estimating that since they never would have a chance to sell the customer another coat, they could afford to cheat him. Now they are careful not to misrepresent their wares, because they figure that the customer may be induced to come back, or may speak a good word to some one else; because they realize that "a satisfied customer is the best advertisement." Enlightened selfishness has displaced honesty as the best policy. The man who possesses it not is not merely dishonest—he's a fool.

"Jones" Gets the Benefit.

It would not be dishonest in the people of Galveston were they to attempt to keep for themselves the \$30,000,000 per annum saved on commerce as a result of the improvement of the channel and harbor, but it would be unwise; it would be killing the goose. The \$30,000,000 is saved because the opportunity is given for producers and consumers to save it. Attempt to divert the savings into other channels and the commerce would seek other routes. Upon the other hand, permitting the savings to go to "Jones, who pays the freight," has rendered the profits of Galveston more secure without thus far materially increasing them. As a deep water port, Galveston's whole scheme of business has changed. It is handling an immense volume of business upon a small margin of profit, rather than a small volume of business upon a wide margin of gain. Thus far the only substantial benefit which has accrued to it rests in the fact that its business is more secure; its hope for greater gain is founded on the assurance of a yet greater volume of trade.

Consider the Autos.

There are convincing evidences that the savings referred to have not remained in Galveston. The population of the city is but little larger than it was before deep water was secured; taxable values, albeit we have a full rendition law, are about the same. The city has a smaller number of automobiles per capita than has any other sizable town in Texas. The Galveston Wharf Company, which until nine years ago furnished the only terminal and wharfage service at the port, has received only a modest return for its large and ever-increasing investment. Its dividends since 1870 to the present time have averaged only 4.22 per cent per annum, and during the last twenty years only $4\frac{1}{2}$ per cent. Its capital stock is \$2,626,000 and its bonded indebtedness \$2,300,000.

Benefit to Galveston—Stability.

In short, while the commerce of the port has increased 882 per cent, the aggregate profits to Galveston have remained about the same. The one tangible benefit is that its business has been rendered stable. Had it remained a shallow water port its commerce undoubtedly would have dwindled, but such also would have been the result had the policies of the port not broadened with the deepening of the water.

These policies, as exemplified in the reduction of wharf and terminal charges as the volume of business grows, evidences not so much a spirit of altruism as it does wisdom, the realization that profits secure are better than a gamble at long odds.

Cheapest, Quickest, Best.

Wisdom has been manifested not only in reducing rates, but as well in the expansion and improvement of the port facilities, so that Galveston has come to be known as that American entrepot of commerce at which cargoes may be handled at least cost and with greatest dispatch.

The provisions for commerce have not only been kept up to the requirements thereof, but in advance of same. A notable instance is the fact that the Galveston Wharf Company erected the first grain elevator at the port in 1890, at which time there was no offering of grain for export in bulk via that route. The investment was made, however, with the belief that the business would come if the facilities were offered—and it did come, after a weary wait, during which period President J. M. Brown's wisdom was rather sharply criticised. Today the port has four large export grain elevators—two belonging to the Galveston Wharf Company, one to the Texas Star Flour Mills and one to the Southern Pacific Terminal Company.

Expansion of Wharves.

In 1880 the extent of developed wharf frontage was less than one-third what it is today, and its efficiency in even less proportion. The Galveston Wharf Company alone has since that time

constructed nine additional wharves with facilities for handling thirty-two large vessels. It now has 16,000 lineal feet of wharf frontage, capable of berthing fifty vessels, inside berth, at one time. In 1890 it was customary to load vessels two and three deep. If necessary the same could be done again, thereby increasing the facilities in proportion.

In 1890 there were no wharf sheds for the protection of cargo. Tarpaulins were used for that purpose. Since that year the wharf company alone has constructed fourteen sheds with an aggregate floor space of 1,861,026 square feet, capable of storing at one time, headed up, over 350,000 bales of cotton, and, if the cotton were tiered, they could accommodate at one time the entire Texas and Oklahoma crop.

In 1890 the wharf company had only sixteen miles of railroad tracks. Since then it has completely reconstructed its yards, so arranging the tracks that all piers and wharves may, if necessary, be operated simultaneously without interfering with each other. The yards now comprise 38½ miles of track, and this, as well as the motor power, is capable of handling 1,000 to 1,200 loaded cars per day.

Still Further Txpansion.

In addition the wharves and terminals of the Southern Pacific Terminal Company have been provided during the last ten years. The plant now consists of three piers, with sheds, an electric carrier system, a large grain elevator and ample railroad yards.

There are also the facilities at the sub-ports, Texas City and Port Bolivar, which will be touched upon in another connection.

As evidence of the rapidity with which business is handled at Galveston, the following instances from the present season are cited:

On Nov. 25, 9,350 bales of cotton were unloaded from 170 cars onto one pier, while from the same pier 5,177 bales of cotton were loaded onto the steamship Engineer and 3,382 onto the steamship Commodore, a total of 17,909 bales of cotton handled in one day at a single pier.

The steamship Custodian arrived Oct. 17 and sailed Oct. 20, with 24,493 bales of cotton, the actual loading time being thirty-five hours.

The steamship Mercian arrived Nov. 11 and sailed Nov. 13 with 14,457 bales of cotton, in an actual working time of twenty-one hours, an average of 700 bales per hour, which is the world's record.

What was done at this pier may be done at all the others.

Thus the demands of commerce have been met. With the future demands and the prospect of meeting them, the next two chapters of this story will deal.

N. B.—The reader's attention is invited to the fact that statistics are being employed only sparingly in these articles, for it is realized that statistics, even though relating to deep water, are very dry. However, should any reader desire statistical exhibits upon any point covered in these articles he can get them by applying.)

SPILLWAY FOR NATION'S COMMERCE

The men who agitated the improvement of Galveston harbor, beginning with citizens of Galveston itself, and afterward including the enterprising ones of the Western States, were able to see beyond the veil which separates the present from the future. What they predicted has come true, but not exactly in the manner they foretold. The propaganda for the improvement of Galveston harbor was largely founded upon the belief that with much improvement a large section of the country would be able to send its freight to the ships with shorter rail haul than was involved via the Atlantic ports, and in consequence it was estimated that as soon as deep-draft vessels could load at Galveston wharves the export business of all the territory nearer to Galveston than to the Atlantic seaboard would at once take the Galveston route as the line of least resistance.

That map which showed Smith Center, Kan., as "the center of the surrounding country," as the hub of the United States, and which demonstrated that said point was very much nearer Galveston than it was to the ports of the Atlantic, lingers in the memory.

But the export trade of Smith Center's "surrounding country" did not immediately switch to the Galveston route when the big ships came to the Galveston wharves. The reason is now easy to perceive. Railroad corporations reaching said territory had tracks to the Atlantic for which they needed business, and they fought for same. A large proportion of the traffic continued to go to the Atlantic, but even so, the people began to realize a saving in the cost of transportation, for it was necessary for these carriers to meet the rates via Galveston.

Why That Hump?

Why is it, then, that the commerce of Galveston has so enormously increased? There are three important reasons:

1. The territory to which it is the nearest port has grown tremendously in population and in production. Texas and Oklahoma alone, both within the zone of its most active influence, have made remarkable strides. Their combined population is now probably 6,000,000, as against 2,477,539 in 1890; in 1908 they produced 4,505,237 bales of cotton, as against 1,552,461 bales in 1889, notwithstanding diversification of crops in the meantime had detracted from the preponderance of cotton as compared with other crops.

2. Railroads in order to compete for export business must meet through rates via the cheapest route. With the deepening of the channel and the expansion of facilities at Galveston, larger and yet larger ships came to that port, and ocean rates fell. Rail lines to the Atlantic were compelled to shrink their revenues so much in meeting the through rates via Galveston that the business from Western territory became less attractive to them, and much of it was diverted to Galveston.

3. It is natural to cling to the old road a while. Old countries, established markets, established ports, will hold their

own against newcomers until the actual need for them is felt. As long as the Atlantic ports could economically care for all the business offering, the railroads leading to such ports took the business that way. With the tremendous growth of the country in general and its enormous growth in production and in foreign commerce, the Atlantic ports have become crowded. The cost of additional terminals at, and of entrance way for new tracks to such ports, is so great that it is cheaper to provide additional facilities by building to the gulf, considering the nearness of the gulf to a great and growing producing section and the fact that the haul from all that section to the gulf is down hill.

Factors in Future Growth.

The growth of the commerce of the gulf ports from this time forward will be measured by their continued physical development, and the development of the great country west of the Mississippi River, much of which has thus far given only a sample of its possibilities.

Its growth will also be largely influenced by the Panama Canal. The distances from the gulf and Atlantic ports to Colon, the Atlantic portal of the Panama Canal, are shown by Anderson's tables to be as follows:

	Miles.
Galveston to Colon.....	1,496
Charleston to Colon.....	1,563
New Orleans to Colon.....	1,392
Mobile to Colon.....	1,358
Pensacola to Colon.....	1,340
Savannah to Colon.....	1,568
Baltimore to Colon.....	1,902
Philadelphia to Colon.....	1,938
New York to Colon.....	1,963

The difference in these distances is so small, comparatively, that it may be said all of these ports will be upon practically an equal footing in so far as the rates from them to the ports which will be reached through the canal are concerned. Galveston's expectation of increase in commerce resulting from the Panama Canal is based not upon an advantage, as compared with other ports, to be secured thereby, but, instead, upon the removal of disadvantages. Galveston will not be placed upon a materially better footing than these other ports, but it will be placed upon as good a footing.

The present ocean route from Galveston to the Orient is very much greater than the route from the Atlantic ports, and, of course, still greater than the route from the Pacific ports. The difference is so very great that Oriental commerce moves out of the territory, in which Galveston is a potential influence in European commerce, via the Pacific ports, notwithstanding the much longer rail haul, and some of it even through the Atlantic ports.

With the completion of the Panama Canal the distance from the Pacific ports to the Orient will, of course, remain unchanged; the distance from the Atlantic ports to the Orient will be considerably reduced; the distance from Galveston to the Orient will be very greatly reduced. In consequence, Galveston's influence in Oriental commerce should be as potential in the great producing sections of the West and Southwest as it now is in European commerce. It need not be expected, however, that a great volume of commerce will be immediately diverted,

for, as has already been said, business is not quickly jarred loose from an established route, market or port. But in time, partly through diversion, partly through growth in the volume of such business, through-the-canal commerce will become an important feature of Galveston's trade.

GREATER GALVESTON HARBOR

The extent to which the ports of the gulf may be developed depends upon two things—(1) natural adaptability and scope, and (2) governmental action in executing the necessary works.

Ships are being built yet larger. If the people are to receive the benefits arising from this class of vessels, the Galveston channel and harbor must be deepened to 35 feet. There is ample room in the harbor, as will be shown, to develop facilities for handling many times as much commerce as now makes demand upon it, and in all respects the situation is favorable for the creation of the greatest port of the world, that oft-talked of harbor capable of "floating the navies of the nations."

It is not the purpose here to review the history of deep water development at Galveston; to tell how the city, in 1869, undertook to deepen the channel; nor how, afterward, when the federal government had undertaken the work upon the dribble plan, citizens of Galveston contributed \$100,000 to keep operations in progress when congress faltered; nor how Professor Alex Hogg in a notable speech before the State Teachers' Association on June 28, 1883, stirred the people of Galveston and the West to a realization of the importance of developing a deep water port on the Texas coast; nor yet, to tell how congress finally made a continuing appropriation which assured the successful completion of the project. Rather, it is the purpose to discuss the adaptability of Galveston harbor for expansion, and the present project of development.

The board of engineers which was appointed in December, 1889, in pursuance of an act of congress, was ordered to investigate and report as to the most desirable point or points on the northwest coast of the Gulf of Mexico west of 93 degrees and 30 minutes West longitude for a deep water harbor "to accommodate the largest seagoing vessels, together with the commercial and naval necessities of the country, which might be secured and maintained in the shortest time and at the least cost."

Galveston Meets Requirements.

The board, after investigating the entire Texas coast, recommended Galveston harbor as being the best situated and most economical port for extensive development on the coast, one of the chief features in its favor being the large deep water anchorage area available.

Accordingly, congress appropriated the money (\$6,200,000) for building the jetties, and these have done the work proposed.

Galveston Bay is a large body of water, perhaps 250 square miles, extending far inland, and cut off from the sea to a

great extent by Galveston Island and Bolivar Peninsula, with a narrow arm (West Bay) separating Galveston Island from the mainland. The channel which connects the bay with the gulf lies between the northeasterly end of Galveston Island and the western point of Bolivar Peninsula. Bars which formed in this channel prevented ships of deep draft from entering the harbor. These have been removed by the action of the jetties, supplemented by dredging. The jetties, great piles of rock, extending out in the gulf from the end of Galveston Island on one side and from Bolivar Peninsula on the other, narrowed the channel, produced a more rapid flow of the water with the tidal variations, and the greater erosion removed the bars.

In 1869, when the first effort was made by the city of Galveston, the navigable depth of the channel was only 8 feet; by dribble appropriations the depth had been increased to only 14 feet in 1890; the building of the permanent jetties under the continuing appropriation system has increased the depth to more than thirty feet.

An Important Feature.

One of the distinctive features of Galveston harbor is its low tides, the diurnal variation between high and low being only about 1.4 feet. In consequence, the cost of port facilities and the difficulties of handling vessels and cargoes at the wharves are very much less than in several of the other great ports of the world where the tidal variation is great, in some cases as much as thirty feet, and less also than at some of the great river ports, where the seasonal variation of the water stages is forty feet or more. Another distinguishing feature is that the material (sand) dredged in deepening Galveston harbor channels is entirely suitable for filling behind bulkheads for piers, whereas the dredged material at some ports is silt, utterly unfit for such purposes.

Greater Galveston Harbor Project.

In recognition of the demands of commerce, the growth of the country tributary to Galveston and the building of deeper draft vessels, plans have been made for immense development in Galveston harbor, for the creation of "Greater Galveston Harbor," as it is called, this including Galveston proper, Texas City and Port Bolivar and extensions of each. Texas City is on the mainland, seven miles away from Galveston, and Port Bolivar is on Bolivar Peninsula, five miles from Galveston.

The government has not appropriated the money necessary to make all the improvements contemplated by this project, but all appropriations which it is now providing for Galveston and the two sub-ports named are for work to be done in conformity to the plan and with the view of eventually realizing the complete project.

The project, as embraced in the recommendations of Captain John C. Oakes, Engineer Corps, United States Army, and approved in the essential details by the chief of engineers, contemplates:

1. That the channel connecting Galveston harbor with the sea shall be deepened 35 feet, for which purpose the extension of the jetties is recommended.

2. That the channels of the present harbor of Galveston shall be deepened to 35 feet and widened, and that they shall be extended as commerce develops so as to reach the remaining frontage on Galveston Island, that upon Pelican Island, that upon the mainland and that upon Bolivar Peninsula.

3. That the ship channel to Texas City shall be deepened to 35 feet and widened.

5. That a stone or concrete dike shall be built from Texas City to Pelican Island, and another along the north side of Pelican Island to Bolivar roads, for the double purpose of protecting the Texas City ship channel and the Galveston harbor channel from the filling caused by the upper bay currents.

The chief of engineers in his report to congress last December recommended a depth of 30 feet as a basis upon which to work, taking the view that, for the present, commerce at Galveston does not demand a greater depth. Otherwise he approved the recommendations of Captain Oakes.

One Year's Saving Pays Bill.

The total cost of these improvements, it is estimated, will be approximately \$30,000,000, which seems small in view of the fact that the improvements heretomore made annually save the people that amount of money or more, and in view of the further fact that the saving will be yet larger with growth of business and with increased efficiency of the port resulting from the contemplated improvements.

The significance of these recommendations becomes apparent when it is considered that when they shall have been carried into execution a yet larger class of vessels may reach Galveston, Texas City and Port Bolivar; that the channels will be adequately protected, and that frontage ten times that now being utilized will be rendered available for development.

Much Room for Expansion.

And this brings us to a consideration of the developed and undeveloped facilities of Galveston harbor.

The Galveston Wharf Company owns 2.3 miles of the Galveston Island frontage on Galveston Bay. By reason of the fact that this property has been developed upon the slip system, the company's existing wharves have a frontage of 16,000 feet, or a little more than three miles. It still has some undeveloped property, upon which sheds with 650,000 square feet of floor space will eventually be erected, an addition of nearly one-third to the existing warehouses of that company.

The Southern Pacific Terminal Company owns 3,300 feet, or ten blocks, of water frontage just west of the Galveston Wharf Company's property, of which four blocks have been improved.

East of the Wharf Company's property the Santa Fe Railway owns four blocks of frontage, unimproved except for a car ferry slip.

West of the Southern Pacific property the Rock Island Railway system owns 2,250 feet, or six blocks, of water frontage, the development of which is to be started this year.

West of the Rock Island property there are a few blocks of water front, which

belong to the Galveston City Company, and which, according to the grant from the republic, extend to the harbor line. West of that, and extending to the bay bridge, there is approximately 2½ miles of water frontage, owned by various persons. Whether their holdings extend to the harbor line, or the state owns the flats abutting such line, is an open question.

Still More Room.

Immediately across the harbor channel from the city of Galveston is Pelican Island and Pelican Spit, embracing many hundreds of acres of flats suitable for terminals and with 10½ miles of frontage upon the harbor lines susceptible of development into wharves, and the development of which is contemplated by the Greater Galveston harbor project.

Pelican Island is the property of the city of Galveston, and its development will be controlled by the people of that place through their municipal government. The federal government owns Pelican Spit and will use it for governmental purposes alone.

On the mainland, east of the bay bridge, and including Texas City, there is 5¼ miles of water frontage, and on Bolivar Peninsula 5½ miles, susceptible of development for shipping purposes. Henry E. Huntington of California owns a great deal of the mainland water front, but, as in the case of the Galveston Island property, there is some question as to whether it extends to the harbor line, or the state owns the intervening flats. The Texas City Company, of course, owns considerable undeveloped frontage.

At Texas City two modern wharves have been built, and further great improvements in the way of warehouses and a grain elevator are in course of construction. Commerce through that port, notably a New York service, has attained considerable proportions, and is rapidly growing. At present the channel leading to the port has a depth of twenty-five feet.

At Port Bolivar one wharf and a ferry slip have been constructed, and vessels have recently begun loading at that place. A twenty-five-foot channel reaches the port.

Room for 500 Vessels Easily.

It will be seen that approximately three miles of the water frontage of Greater Galveston harbor has been developed, and that approximately twenty-four miles is available for development, or enough in all to berth say 500 large vessels, lying one abreast, at the wharves.

The development of Texas City and Bolivar as ports was, in the beginning, naturally looked at askance by Galveston people, but now, seeing the tremendous possibilities for commerce through this harbor, the development of said subports is seemingly viewed more favorably as a part of the general project for a Greater Galveston harbor. As an earnest of that more liberal view, it may be cited that when the rivers and harbors committee of congress met to consider the Port Bolivar item a few months ago the representative of that place, Colonel L. P. Featherstone, was not present to explain the same, having been delayed en route to Washington; but

Colonel Walter Gresham, who was on hand to speak for Galveston, came forward, explained the Bolivar item, and asked that all of it be allowed, which was done.

The manifestation of such a spirit is gratifying to a Texan who travels all the state. It is becoming more pronounced in every section of the state, for men are coming to understand that it is not nearly so important which city of Texas shall be the largest as it is that all of them, and the surrounding country as well, shall grow and improve, and, further, that there is room for all to improve. Easy access from one community to another is promotive of neighborliness, of homogeneity. The interurban railway is a great peacemaker, and so is the automobile. Since the building of the line between Dallas and Fort Worth, and the coming of the autos, Fort Worth people have learned that Dallas people are just like "home folks," and vice versa; these cities have quit scrapping as to which shall be the larger. And, lo! each of them is now larger than it had hoped to be thus soon.

The Galveston-Houston Interurban Railway, now under construction, will draw the people of Houston, Galveston and Texas City yet closer together. Witness: They have already joined hands across beautiful Dickinson Bayou to establish a golf and country club, to membership in which club Galveston, Houston and Texas City people alike will be eligible—providing, of course, that they have the price and can play golf.

FOUNDATION LAID FOR GREAT PORT AND CITY

Within the last ten years the people of Galveston have been kept very busy in laying the foundations for a greater city and a greater seaport. The foundation work has nearly reached completion and the superstructure is in the making. A number of things are conspiring to the expansion and upbuilding of the city. Continued growth of the country from which it draws its trade; the fact that the Galveston route is now favored by railway lines which formerly antagonized the port; the opening of the Panama Canal, assure further enormous growth of the shipping business. The opportunities for merchandising, both in the export and the import trade, are being more largely exploited, and with profitable results. The development of all of the West and Southwest, and more particularly of the Texas coastal plain, with its rice, truck, cane and citrus fruit growing, and the rapid increase in the population of this territory, are adding greatly to Galveston's opportunities for trade development and are already swelling the volume of its transactions. Last, but not least, the foundation has been laid for creating at Galveston a pleasure resort of the first class, greatly surpassing all previous efforts there made in that line. With the argosies of the world riding in her harbor on one side of the island, the other side, away from all suggestions of trade and traffic, is to be given over more largely than ever before to the seekers for pleasure and of surcease from labor.

Notable Public Works.

We have already glimpsed the improvements which have been made in the harbor and along the wharf front. Now let us look at the foundations laid for the city, and upon which will rest not only its commercial and resort facilities and features, but its homes as well.

Within the last ten years Galveston has done two very notable things:

It has raised the grade of the city fifteen feet along the entire gulf front of the city—back from the shore, where the natural elevation was greater, the filling was less. This gigantic work was accomplished by the dredging process. First a canal was dredged through the city; then the boats brought sand in from the gulf and pumped it out upon the land; finally, the dredge boats filled in the canal, or at least they have nearly completed the work.

The total amount of filling, when completed, will be 16,321,400 cubic yards, the cost of same being approximately \$3,200,000. The first contract was for 10,606,400 yards, to be paid for by the city, and 750,000 yards to be paid for by the county. A little later the federal government contracted for 1,500,000 yards of filling for the Fort Crocket reservation. The city contracted for an additional 300,000 yards, and private parties for 1,950,000 yards of filling upon their properties. Later still the city and county jointly contracted for additional filling aggregating 1,200,000 yards.

To assist the city in paying for this work the state yielded to the municipal government for seventeen years all of the state taxes collected in Galveston County, amounting to about \$70,000 per annum.

In addition to the sum of \$3,200,000 for filling, as above stated, the grade raising involved an additional expense of perhaps not less than \$1,000,000 for raising houses, etc., which was borne by the owners of same.

Seawall and Boulevard.

Galveston, through its county government, has built along the gulf shore a seawall of concrete, protected at the base with granite riprap. It is six feet wide on top, sixteen feet wide at the base, which is protected with granite riprap, and is seventeen feet high, rising two feet above the new grade at its highest point and adequately protecting the same.

The portion of the seawall constructed by the county cost \$1,500,000 and extends from Sixth to Thirty-ninth street, a little more than two miles. The federal government, in order to protect its military reservation, has extended the wall from Thirty-ninth to Fifty-third street at a cost of approximately \$300,000.

Aside from its protective use, the seawall serves another good purpose. It is bordered by what is said to be the finest boulevard in the country. Next to the wall is a 16-foot promenade, cement; then comes a 54-foot driveway, vitrified brick, and on the inner side a 30-foot slope, grassed. Ornamental electric lamps illuminate the boulevard at night.

The Giant Causeway.

A third great work is in course of construction, a giant causeway to connect Galveston Island with the mainland. The

project is financed by Galveston County and the several railroads which will use the structure. The contracts for the work aggregate \$1,329,400, but considering the preliminary expenses and the cost of approaches, etc., the total cost of the structure will be not less than \$1,500,000. It is expected that it will be completed in December of the present year.

The causeway will be 10,642 feet in length—8,184 feet of roadway, 2,358 feet of arch bridge and a rolling lift of 100 feet at the channel.

The roadway portion of the structure will be 154 feet wide, carrying forty feet of county road, two interurban railway tracks, with room for two additional tracks; three steam railway tracks, with room for more.

The arch bridge will consist of twenty-eight reinforced concrete spans, each span seventy feet long with a nine-foot rise. It will be sixty-six feet wide, with twenty-two feet for county roadway, fifteen feet for single track interurban and twenty-nine feet for double track steam railroad. The lift bridge will be similarly divided. Foundations for the arches reach from eleven to sixteen feet below the bottom of the bay. The roadway is to be protected by a double row of concrete sheet piling, with six-inch concrete slabs on the slopes.

All of the steam railroads now reaching Galveston from the North, as well as the Galveston-Houston electric line, now under construction, are to use the causeway. Provisions are made for new railroads to use it.

The Sport of Kings.

With the completion of this causeway and the paving of Broadway in Galveston, opportunity will be presented for some of the lordliest scorching ever. From Houston south to Virginia Point, the northern terminus of the causeway, a distance of forty-five miles, is a smooth shell road through a country "where the orange blossoms grow," and where the air is laden with the scent of the jasmine and the magnolia; from Virginia Point there is the two mile drive across the causeway; thence another shell road to the city; thence, a three-mile stretch through Broadway, with its oleander-lined esplanade, its palms and its beautiful homes, to a connection with the Seawall boulevard near its eastern end; thence along the boulevard for three miles, skirting the sea and overlooking it; and lastly, off the seawall to Galveston's incomparable beach, thirty-two miles long, smooth as a board and a little more resilient than asphalt.

For a Great Seaside Hotel.

The people of Galveston are alive to the opportunities for developing a great resort. Recently, within three weeks, \$500,000 was raised by popular subscription for the erection of a beach hotel of the first class, fronting Seawall boulevard and overlooking the sea. Probably as much as \$1,000,000 will be put into the structure. There are excellent reasons for believing that with first-class accommodations so provided, Galveston will within a few years get a full share of the great army of wealthy people who sojourn in the Sunny South to escape the rigors of Northern winters, as well as

large numbers of those who seek out the seaside for its breezes and bathing in the summer. And for surf bathing, the Galveston beach is unexcelled—long and shelving, just right. Further along this line of development is the Golf and Country Club, which has already been mentioned. The region has strong attractions for the Nimrods—excellent hunting and splendid fishing, from the tamest to the gamest.

Galveston is a city of quaint charm—withal it had "city planning," of which so much is now properly heard—it had city planning from the jump. It was platted in its entirety by Michel B. Menard and associates, who obtained the grant of land from the republic, and the scheme is harmonious and devoid of serious mistakes. The streets are upon the gridiron plan, now much execrated elsewhere, but as the result of it, Galveston has one advantage not possessed by other cities—even a stranger may go to any address without a guide. Nor were there hills calling for curves. Evidently the founders of Galveston had an eye for efficiency and for beauty. There is an alley through every block. The streets are of generous width, and two streets—Broadway, bisecting the city from east to west, and Rosenberg avenue, cutting it from north to south—are unusually wide, and Broadway has an esplanade. Moreover, the founders left one block of every ten from east to west for a park, and still other plots of ground for market places, public buildings and the like.

Monuments and Flowers.

It is a city of much public benefaction, and the names of Ball, Sealy and Rosenberg are perpetuated through beautiful school buildings, churches, hospitals, homes for orphans and the aged, public drinking fountains, statues, monuments, and the finest public library in the Southwest.

Oleanders bloom in the streets—not the pot or tub plants seen in the North, but trees, great rows of them. Palms adorn the avenues and the lawns. Flowers bloom and birds sing in the union station. Parkettes crop up in the traffic centers. Nowhere else do you find just such a place as Garten Verein, with its flowers and shrubs and trees and refined bohemianism, the beautiful out-of-doors resort of the Galveston smart set.

No effort has been made here to tell of all the improvements which have been made in Galveston during the last ten years. Only the principal works have been named. There have been many others, public and private. The municipal government is under the commission plan, which was here originated. The writer started out merely to tell of the commercial side of the city and its importance, but drifted over to the other side, as all will who go there.

M. LASKER,
PRESIDENT

J. H. LANGBEHN,
1ST VICE PRESIDENT

H. MOSLE,
2ND VICE PRESIDENT

H. H. HAINES,
SECRETARY

JOHN SEALY,
TREASURER

GALVESTON CHAMBER OF COMMERCE

ROOM 23, COTTON EXCHANGE BUILDING

GALVESTON, TEXAS. April 24th, 1911

DIRECTORS

ROBT. I. COHEN
M. LASKER
J. H. LANGBEHN
JOHN ADRIANCE
GEO. SEELIGSON
ALFRED HOLT

J. H. W. STEELE
L. SCHNEIDER
F. C. PABST
JOHN SEALY
C. H. MCMASTER
H. MOSLE
J. W. JOCKUSCH

IN YOUR REPLY PLEASE REFER TO OUR FILE No. _____

3

Miss Ida Dean,
291 West Avenue,
Buffalo, N. Y.

Dear M'lle:--

Referring to yours of April 21st:

Under separate cover we are sending
you such literature appertaining to Galveston,
as we have on hand at the present time, which I
trust you will find interesting and instructive.

Yours truly,

GALVESTON CHAMBER OF COMMERCE

H. H. Haines
Secretary

HHH-O

ENC.

Dictated by Mr. HAINES;
BUT NOT READ BY HIM,

AREAS IN ACRES

TEXAS	191,034,130
OKLAHOMA	44,434,980
KANSAS	25,332,300
TOTAL	359,902,080

ACRES IN CULTIVATION

TEXAS	12,410,333
OKLAHOMA	4,284,133
KANSAS	10,206,282
TOTAL	26,900,748

The Geographical Center of the UNITED STATES

is at

SMITH CENTER



AREAS IN ACRES

Texas	167,934,720
Oklahoma	44,424,960
Kansas	52,335,360
TOTAL	264,695,040

ACRES IN CULTIVATION

Texas	15,419,327
Oklahoma	4,384,132
Kansas	16,296,883
TOTAL	36,100,342

LOOK AT THE MAP

CLARKE & COURTS
THE
MANUFACTURING TEXAS HOUSE STATIONERS
GALVESTON, TEXAS.

OUT AFTER WHALES MINNOWS WERE SAFE

**But K. Lamity and His Harpoon Were
"Detained in Quarantine" for
Some Time.**

FISHING IN GALVESTON BAY

**Brilliant and Talented Satirist Writes Enter-
tainingly of Trip to Galveston—Splendid
Health Service, and What He Found in
the Deep Sea—Is Coming Back.**

Practically everybody in the United States, and some people in Oshkosh, know K. Lamity Bonner, also his famous Harpoon, which he hurls from Austin, Texas.

K. Lamity came to Galveston a few days ago and on his return to the quarter-deck at Austin this is what he said about the way the health of Texas is guarded at Galveston by the State Quarantine Station; how Uncle Sam guards the country, and of fishing in Galveston Bay:

I WAS in Galveston a short time ago for a brief stay and spent several days at the quarantine station in company with the State Health Officer of Texas. I am positive that I never spent a more delightful time in my life. Everyone connected with the quarantine work made my visit so extremely pleasant, I was exceedingly sorry when I was compelled to board the handsome gasoline launch, the "Maydelle," which belongs to the quarantine service, and bid the boys good-bye.

The quarantine station at Galveston is admirably arranged, being built on "made land" adjoining the jetties, about two miles out in the bay. Substantial buildings and wharves have been constructed. Adjoining the quarantine station is located the government buildings and wharves, while just East, can be seen the immense, low sand mounds of conical shape that look like exaggerated mole hills. Safely concealed in those silent sand mounds lie long grim cannon, capable of sending a monster projectile against an enemy's ship over twelve miles at sea. When in action, these death dealing engines of war are raised automatically to a level of the fort, fired, and instantly disappear from view beneath the sheltering walls of sand and cement. No person is permitted to enter these forts, except government officials, and as I was not invited to inspect them, I presume they didn't know I was at the quarantine station.

The quarantine station has two roomy and comfortable cottages, and also a large storeroom or warehouse and plenty of wharfage facilities. Up-stairs, over the warehouse is a neat and comfortable hospital, safely screened, and always ready for occupants, should the occasion arise. Below, in rear portion of the building, is the men's quarters, and it necessitates the constant labor of several hands to do the work.

When a ship enters the roads, she anchors near the station. She is then boarded by Dr. F. C. Ford in charge, and his assistant, Mr. W. F. Fagan, her papers carefully examined, and if she comes from an infected port, she is thoroughly fumigated with burning sulphur, which kills every germ, insect, rat and mouse aboard. Hatches are battened down closely, every sleeping apartment hermetically sealed, and crew and officers remain on deck while the vessel is thoroughly disinfected. No germ, insect or living animal can withstand the death dealing sulphurous fumes, and when the work is over, the old ship can enter Galveston and discharge her cargo with safety to the public health. I visited a number of the in-coming ships—some from England, some from New York, Mediterranean, Indian, South American, Mexican and other ports; and was absolutely astonished at the magnitude of the quarantine work. Nothing is left undone, no chances are taken to safe-guard the public health, and it would be a miracle if any infectious

(OVER)

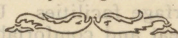
or contagious disease ever escapes the watchful eyes of Dr. Ford and his chief germ scout, Fagan. This work is not only a blessing to the State, but also to the ships, as it leaves them free from all disease germs, besides destroying every insect, rat or mouse, which may have shipped as "stowaways" from any port at which the vessel has touched during her voyage. Dr. J. F. Eaves, accompanied by his wife, were guests at the station during my stay, waiting for a Mexican ship in which they were to take passage to Mexico, where the doctor will remain on quarantine duty for Texas. His work will be to see that all quarantine regulations applying to Mexican ships leaving for Texas ports, are strictly complied with. As before stated, the magnitude of the quarantine service will astonish anyone not familiar with the details, and Texas people should feel proud of our Legislatures that have thrown such protection around the citizens of this State, and never miss an opportunity to uphold and encourage the efficient men in charge of the work. At our Texas ports a faithful and conscientious guardian is always on watch, and the diseases which we used to look upon with terror are throttled before they have a chance to get in their deadly work.



His Fishing Experience.

I fished every day I was there and got more bites than a drummer at a country hotel. At first I never caught many fish for the reason that every time I jerked and "hung" one, he immediately lit out for Porto Rico, and never made a stop or failed to carry off my hook and a liberal sample of my line. I never could tolerate a liar, but I am willing to make an affidavit that to the best of my knowledge, there is not a fish of any sort, size or shape, in Galvesion Bay that is not now sporting some little memento of my visit to the island, and many of them have all the way from four to forty feet of good strong fishing line trailing after them through the briny deep. Finally Fagan steered me up town to a store which sells sporting goods of every sort and I purchased a lot of cable and an assortment of ship anchors and went back after 'em.

I have always been an enthusiastic fresh water fisherman. I am perfectly familiar with every sort of fresh water fish from tadpoles to black bass, but the things I caught out of Galveston Bay puzzled me. For instance, I hung what I thought was a soft-shelled turtle, about the size of a dining room table, and he came near breaking my cable and anchor before I finally hauled him out. The miserable creature had his mouth located nearly in the middle of his flat stomach, and when I put my foot on his back he lammed a pitch fork into my leg which he carried concealed on top of his tail. I caught sharks with mouths as flat and big as a populist orator, and all sorts of quaint, queer and curious things that I never heard of before. I tried to throw a shrimp net off the wharf. I succeeded in getting the net in the water all right, but incidentally went in with it, and "Bill," the chief authority at the station on deep-sea fishing, hauled me out with a boat hook. After that I let the "boys" do the net throwing. A shrimp looks like a white crawfish and is the best bait on earth. The way I used them was to catch about a peck, get "Ada" the chef, to boil 'em, and then eat the bait myself. They are entirely too good to waste on fish hooks, especially turtles with spikes in their tails. I am going back to Galveston soon, and then I'll tell you the whole story, and how the trouble first started. I've got a delayed trip arranged with Will Moody at Galveston, which I will fill just as soon as possible. He said we would take the "Nancy Ann" and run out West Bay to Tiddleum Taddleum, where fish bit, bait or no bait. I don't know what Tiddleum Taddleum is, but I'm going to tackle it anyway. Before I left Galveston I arranged with the sporting goods man to order some extra strong cable and a general assortment of ship anchors, as I intend to land everything that bites.



The people of Texas, or of any other part of the country, can find no better fishing than at Galveston. The lordly Tarpon, the glistening and toothsome Mackereel, the fighting Redfish, the luscious Pompano, the gamey Trout, the elusive Jackfish, Perch that weigh 600 pounds (Jewfish), besides the fine sport catching Shark, Stingray and other game, if not edible, fish. There are always plenty of boats to be had cheap, and there is always plenty of BAIT of every variety desired. A new and commodious Pier is now finished on the North Jetty seven miles out in the Gulf, where every accommodation may be had. Another Pier runs out from the Seawall into the Gulf, while the Bay is full of boats to be had cheap for a day, a week or a month.

For detailed information write:

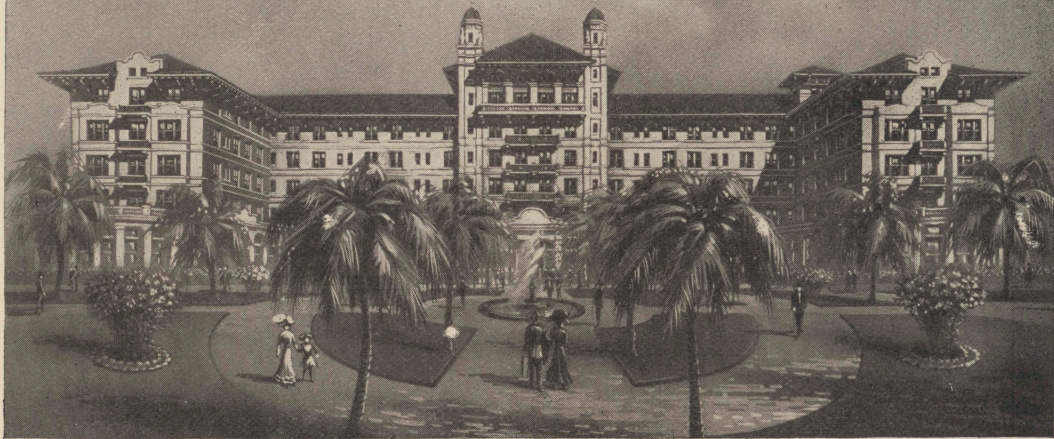
R. E. L. GILES,

Secretary Greater Galveston, Publicity Committee,
Room 213, Security Building.



GALVESTON'S NEW BEACH HOTEL

HOTEL GALVEZ



FRONTING DIRECTLY ON BOULEVARD AND SEA WALL. 355 FT.
LONG, 75 FT. WIDE. SIX STORIES AND BASEMENT. 250 ROOMS.
ALL "OUTSIDE" AND OVERLOOKING GULF SUN PARLORS.
CONVENTION ROOMS, ETC.

CLARKE & COURTS
THE
MANUFACTURING TEXAS HOUSE STATIONERS
GALVESTON, TEXAS

PORCH AROUND ENTIRE FRONT, 750 FT. LONG, 18 FT. WIDE.
STEEL REINFORCED CONCRETE CONSTRUCTION. ABSOLUTELY
FIRE, WATER AND STORM PROOF. COST, FURNISHED,
ONE MILLION DOLLARS.

From the **CHAMBER OF**
COMMERCE, *Galveston, Texas*

Miss Ida De

291

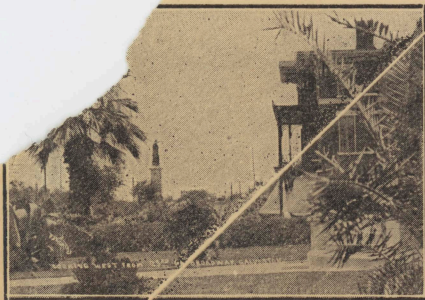
Galveston has the **LARGEST HARBOR** *on the* **GULF COAST**

Ships MORE COTTON *than* ANY OTHER UNITED STATES PORT

SECOND IN LIST OF UNITED STATES PORTS IN GRAND

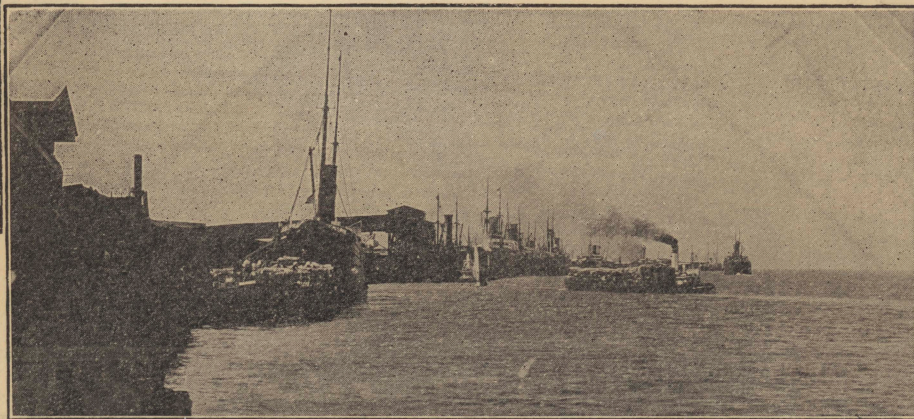
TOTAL OF EXPORTS AND

IMPORTS



Residence District

*A Good
Place in
Which
to Live*



A Harbor Scene



Sea Wall and Beach

*The Sea Wall
Assures Safety
The Beach and Surf
Provide a
Continuous Recreation*